

LOCAL NEWS.

WEDNESDAY, NOV. 17, 1897.

Speech of Col. Wilson.

The following is the speech delivered by Col. Duncan C. Wilson, of Beaufort, S. C., at the meeting held in the interest of the Black Diamond Railroad in this city on the evening of the 4th inst.:

Mr. President and Gentlemen of this Convention: We come to you from the salt waters of the South Atlantic and from the islands of the sea which border our own State of South Carolina. We come from the Royal port, with its deep waters and spacious harbor, where the navies of the world can ride at anchor. We come to greet this Convention and to wish you God speed in the great undertaking which is before you—the building of the Black Diamond Railroad from the great coal fields of the South to the South Atlantic.

The coal industry in our Southern country is but in its infancy, and it is the power which has moved the world. What would Great Britain and America have been without their coal? It made the mighty age of steam possible and has been the means of building up new empires and spreading civilization as nothing else could do. There is no mineral in the world which has been discovered which has done so much for man. It gives employment to an army of miners, and in every occupation where machinery is used her many hundreds and thousands are depending on its ample supply. A strike or delay at the coal mines occasions the greatest anxiety to thousands of families throughout the world in almost every branch of industry.

It is not only on land that coal holds its sway on civilization; it is, in this age, the monarch of the ocean, and in every climate and every sea the entire commercial and naval world is depending on this wonderful mineral which is so common and so valuable, the output of which is increasing with such wonderful strides.

The coal area of the United States is estimated to be between two and three hundred thousand square miles, and all in the world put together does not exceed four hundred thousand square miles. So that our country contains more than one-half of all the coal territory of the universe. Great Britain claims to have 12,000 square miles within her borders, which shows that this wonderful country of ours possesses twenty times more coal territory than Great Britain.

The coal fields in the eleven Southern States comprise nearly one-half of all this immense area in this country, and these great deposits have scarcely been touched as yet. But the demand is steadily growing, and the mining of coal and the manufacturing of iron is moving on at a more rapid rate than is generally known.

In 1880 the eleven Southern States mined six million, five hundred and twenty-nine thousand, eight hundred tons of coal, or about 14 per cent. of the bituminous product of the country that year. Sixteen years later, in 1896, the same States produced five times as much, or 33,175,000 tons, which was 25 per cent. of all coal mined in the country that year.

England mined over two hundred million tons last year and supplies all the countries of the world that require coal, and it is the supplying of the coal markets of the world that has given such an impetus to her shipping and built up such a merchant marine, which is superior to all other nations.

A part of this enormous business we of the South want to secure, and to have our own direct coal Railroad, passing through the coal mines of Tennessee and Kentucky and other Southern States, and bringing the coal direct to a deep sea terminus on the South Atlantic, which offers every facility for rapid handling.

Our Southern coal mines are attracting a great deal of attention, as some of them produce the best steaming coal in the world, and every "greyhound" on the Atlantic sailing from New York is supplied with Pocahontas coal from the mines of Virginia for the purpose of making rapid passages, and many of these large, fast steamships consume 500 tons of coal in 24 hours in crossing the Atlantic. Pocahontas coal is sent to every section of our country along the coast. Six to eight thousand tons are shipped from Lambert's Point, Norfolk, every 24 hours, and the fast lake boats take on board at Detroit, Pocahontas coal from Virginia, and in Kentucky English capital is developing a Cannel coal mine and supplying gas coal to the city of London. The object of this Convention, the work we are engaged in to-night, is to strive to build this great Black Diamond Railroad from the mines to the sea to enable us to export this great product to other countries that have not been blessed as we have been; to supply South America, the West Indies and other countries, and to compete with England for a share of this valuable trade.

Virginia has her splendid coaling docks at Norfolk and Newport News, with large and ever increasing facilities. Pennsylvania has New York and Philadelphia, and the Lehigh Railroad has famous coal docks at Perth Amboy, in New York harbor.

Alabama is opening up Pensacola as a port of shipment for the growing output of coal, and it was only last week that a contract was entered into with Mexico for one hundred thousand tons of Alabama coal to be delivered at Vera Cruz, which means sixty or seventy large cargoes to be shipped from this gulf port.

The distance between Pensacola and Norfolk is fourteen hundred miles along our coast, and what is required is another grand coaling depot between this long distance on the South Atlantic, with all modern facilities for rapid shipments, reaching the great coal mines of the Southwest, and where can such a place be found which offers greater facilities than the magnificent harbor of Port Royal, with its deep water, where the largest ships of the world can load rapidly and go direct to sea. For such a coal terminus a large space is required with plenty of room for switches and storing of coal and for docks well protected from the sea by being land-locked and at the same time easy of access to and from the ocean. Port Royal offers all of these advantages as the southern terminus of this great Black Diamond Railway. She has twenty-four miles of water front suitable for building docks and warehouses, and

this magnificent harbor will open up a splendid opportunity for ship building along its shores and create a market for the manufactured steel from the iron mines of the South.

The climate is such in summer and winter that more days work can be done out of doors, on the sea islands of South Carolina, than almost anywhere along our American coast, and the bringing down of the material for this important industry, which is so much needed in this country—the building up of the merchant marine—would be a most valuable aid to this great Railroad and at the same time enable us to carry under the American flag a part of the products we send abroad to foreign countries.

England in 1886 built nine hundred and sixty thousand tons of steel ships, and in the same period America built only ninety thousand tons, and most of these for use on the lakes. We want to stimulate the building of steamships which use so much of the products of our iron mines when building and consumes so much of our southern coal when engaged in commerce.

I have seen the commerce of the world changed from sail to steam, for when I was a boy there were no ocean steamers, and I have seen the first regular Atlantic steamers that ever crossed its stormy waters, the ill-fated "President," and have seen almost every large and important steamer that has crossed the Atlantic since that time, and there is nothing in the world's history that can exceed the wonderful improvements which have been made in the construction, size and speed of steamships since those early days, the time in crossing the Atlantic being reduced five days, and the modern steamer is a fairy palace filled with skilled science and a lot of the best intellects of the world.

There are said to be over one hundred different occupations required to build a first-class modern steamship, and yet we in America have little part in this great work, notwithstanding we produce more iron and steel in a year than Great Britain, France and Germany combined. Having the material and the skilled workmen, we ought, at least, to do a part of this important industry, which would give employment to so many men, stimulate our southern iron and steel works, and aid her railroads in giving them employment in bringing material to the coast.

It is to the completion of this great project now before us, the building of the Black Diamond Railroad, that we look for these developments. If put in operation it would most certainly create a new and much needed and ever increasing industry on the southern coast in addition to building up an immense trade in coal, grain and lumber and other products of the interior. These things must certainly follow the building of this road, and may the time be hastened when this great project will be completed, and the great West and the New South be more closely welded together by a continued band of steel and a successful and mutual business, which will aid all the sections through which this great Railroad is to run on its way to the grandest seaport of the South Atlantic—the magnificent deep water harbor of Port Royal.

Graded School Honor Roll for October.

First Grade—Job Broyles, Ned Cathcart, August Dattilo, Martin DuBois, Joe Duckett, Turin Hand, Clifton Ligon, A. McConnell, Walter Skelton, Ham Webb, Lucius Webb, Cleo Bailey, V. Brady, K. Garrison, K. Henderson, May Rogers, Ed. Siegel, A. Sullivan, A. Ullman, A. Williams, Calvin Hand, C. Russell, G. Thornton, Francis Todd, E. vonHasseln, Mab Bonham, Fannie Boykin, Ruth Fretwell, Alpha King, M. Talbert.

Second Grade—Harbert Cheshire, Paul Clarke, Frank Dobbins, Jesse Dobbins, Arlington Fant, George Fant, Ethan Hill, Robert Frieron, Thomas Hill, Foster Jones, John Major, Charley Nabe, Emile Orman, John Prince, Carroll Reddie, Ned Sloan, Starks Sullivan, Robert Watkins, Grady Walls, Florella Beck, Bertie Boykin, Mattie Carlisle, Nobia Collins, Jessie Jeanes, Ruth Jeanes, Susie Johnson, Derris Martin, Rachel Rogers, Raymond Sheard, Hilda Schrimpf, Lucile Sloan, Janie Thornton.

Third Grade—advanced—Halbert Acker, Frank Broyles, Marshal Craig, Leonard Cummings, Charlie Fant, Claude Gaines, Sam Gilmer, Claude Harris, Ramsay Holleman, John McGrath, Willie O'Donnell, Frank Reed, Theodore Richardson, Sam Tribble, Nardin Webb, Linda Hays, Eula King, Bessie O'Dryand, Eleanor Todd, Addie Ullman.

Fourth Grade—advanced—Olive Brownlee, Hattie Divver, Ethel Gary, Onie McGee, Webster Boleman, Bertha Casbin, Fannie Earle, Florie Geisburg, Essie Rose, Richard Bone, Alonzo Boykin, David Sheard, Joe Simpson, Leo Henderson, Sallie McKinney, Lydia Orr, Adele Prevost, Sadie Strickland, Beulah Welch.

Fifth Grade—advanced—Fred Archer, Ned Prevost, DeWitt Parker, Dan Power, Sam Power, May Macaulay, Cecelia vonHasseln.

Sixth Grade—advanced—Jno. Ruff, Frank Todd, Eula Brown, Clara Fant, Eunice Russell, Bessie Simpson, Lucy Frieron.

Seventh Grade—advanced—Jas. Craig, Lois Hill, Lucy Murphy, May Gelle Roberts, Leise Sharpe, Claudia Wilson.

Eighth Grade—advanced—Albert Johnstone, Frank McFall, Mortimer Sloan, Louise Johnson, Fannie Lee, Eva Murray, Allie Simpson.

Ninth Grade—advanced—Ira Giles, Guy Norris, Roland Newell, Byron Burris, Mary Chapman, Nellie Humphries, Evie Lewis, Fannie Pinkney.

Irregular—Eleanor Cochran, Norma Clinkscale, Julia Parker, Mary Parker, Daisy Riley.

Anderson—A few Words Concerning our Recent Visit.

Editor Rodgers, of the *Palmetto Post*, Port Royal, S. C., who was a delegate to the railroad meeting in this city two weeks ago, speaks of Anderson as follows in the last issue of his paper:

"When the delegates from Port Royal and Beaufort reached Anderson Thursday evening, they were met at the train by Mr. J. D. Maxwell, of the reception committee, placed in a carriage and taken to the handsome Hotel Chiquola. Mr. Maxwell, Mr. Tribble and other members of the committee were untiring in their efforts to make the delegates feel at home, which they did in a little while. The Chiquola is a handsome red-brick building finished in the latest style. It cost some \$80,000, and is quite an ornament to the city. It faces the public square, and the day we arrived the square was crowded with wagons that had hauled in cotton and other commodities from the adjacent country. Among these we recognized some of the well known schooner cargoes from North Carolina. These brought cabbages, apples, &c. Eight hundred bales of cotton had been brought in that day, which they did in a little while. The Chiquola is a thriving place, and its stores beat anything in size and in amount of stock carried outside of the big cities, and are superior to many found in more pretentious places. We were taken on a round of inspection, and were surprised at the evidence of thrift and progress to be seen on every hand. The old Court House has been torn down and a new structure to cost \$25,000 is being erected in its stead. A new Town Hall is being erected, and a gentleman told us that nearly \$500,000 of improvements and buildings were now going on. The city has only 6,000 inhabitants, but every man among them has his shoulder to the wheel of push and progress. The residences are handsome, with beautiful laid out gardens and lawns. Nearly all of the buildings are of brick. One large business house through which we were conducted contains an immense dry goods and clothing store on the first floor, a mammoth notion, &c., floor above, while in an enormous cellar is conducted a wholesale and retail grocery. This concern handled 15,000 bales of cotton last year. Many of the stores are supplied with elevators, and all, as well as the streets, are lit by means of electric lights. We were taken to the Anderson Cotton Factory, of which Mr. J. A. Brock is president, and viewed the manufacture of cotton in all its branches. This is too short an article to do justice to this mill and the new mill almost completed, and to be run by electricity, so we will make a note of the same in our next issue. In conclusion, we must say we fell in love with Anderson and its good people, and they will hear from us again in the near future."

—Local self-government will find, perhaps, its greatest exponent in Greater New York. All the power is given to the mayor, the comptroller and the municipal assembly. The mayor serves for four years at a salary of \$15,000 per annum, the comptroller six years at a salary of \$10,000 a year, both salaries being larger than that paid any cabinet officer of the United States. The council will be composed of twenty-eight members, elected to represent their respective boroughs for four years, and the president of the council is elected by the people at an annual salary of \$5,000, which is as much as the governor of almost any western State receives. The board of aldermen will consist of sixty-three members, elected for two years, the presiding officer receiving \$5,000 a year. The city will have under the new regime, 23,000 employees, and a tax of almost \$70,000,000 will be levied on the \$2,500,000,000 assessed valuation in the city to maintain the city's government. There are many more offices that pay large salaries. For instance, the corporation counsel will be paid \$15,000 a year, which is more than Chief Justice Fuller, of the United States Supreme Court, receives.

—It is related of Judge Hawkins, who at the age of 80 is still on the English Bench, that on one occasion when he was about to pass sentence on a convicted felon, the prisoner arose and said: "May the Almighty strike me dead if I don't speak the truth. I am innocent of this crime." Judge Hawkins said nothing for about a minute, when, after glancing at the clock, he fulminated in his most impressive tones: "Since the Almighty has not thought fit to intervene I will now proceed to pass sentence."

—A man died at a New York hospital the other day whose blood was so mixed with drink that the heart, in being taken out for a post mortem examination, smelled as though steeped in alcohol.

HAVE YOU SEEN THEM?
WHAT?The Great Values C. F. Jones & Co.
are offering in Clothing!

There is going to be a big moving and lively retailing between now and the Holidays.

JUST LISTEN!

Men's Suits \$1.50 and \$2.00. A lot of \$4.00 Suits to go at \$2.50. Men's \$5.00 Suits for \$4.00. A lot of \$6.00 Suits at \$5.00.

At \$7.50 we throw out an immense value. Nice, nobby, catchy Suits, with newest tailoring and linings. The Style, Fit and workmanship are almost perfect. You won't find better value for the money, search where you may.

Our range of Clothing is large. We don't confine ourselves to supplying one class of trade, but can please you either in cheap, medium priced or fine Clothing.

With great confidence we approach our line of Suits at from \$10.00 to \$20.00, for we certainly represent some of the best Manufacturers in the trade—people who are right up-to-date, who know how to make nice, dressy, well-fitting Goods; Clothing that has character, and that will make a customer out of the purchaser.

Our great advantages in the Clothing business lets us into the secret of correct buying. We know what to buy, where to buy it, and what to pay for it. We give our best thought and energy to supply our customers with best value possible for the money.

We assert with all boldness that we are in the Clothing business to take a second place to nobody in point of workmanship, style, quality, or anything that goes to make up full value in every respect.

Put it down in your minds, never to be eradicated, that we will let no firm in South Carolina undersell us. We know how to sell Goods cheap. We know what a small profit is, and it satisfies us.

We are prepared to do a big Clothing business. Our values will move them.

We expect to be strictly in the selling business from now until Christmas, all along the line.

Yours very truly,

C. F. JONES & CO.

P. S.—We will appreciate it very much if those who owe us will let us have the money.

Follow in the Footsteps of the
Sensible Shoe Wearer and you
will find yourself in the

ELECTRIC CITY SHOE STORE,

Where you can find Style and Quality
combined. We are showing the best
lines of Foot-Gear to be seen in the
State at KORREKT PRICES.

\$2.00,

\$3.00,

\$4.00,

In all Stocks,

Shapes,

And Shades.

The
Almighty
Dollar humbled
because
Seventy-five
Cents is doing
its work.

Remember, if your Feet have trouble of their own we can take "Special" care of them.

Yours for Shoes,

ELECTRIC CITY SHOE STORE.
FRIPP & LIGON, Proprietors.

MERELY TO GIVE YOU AN IDEA

As to how we are

SELLING GOODS THESE DAYS,

We quote below:

Heavy Arctic Flannel 4c.

All Wool Flannel 8c.

Heavy Canton Flannel 5c.

Heavy Bed Tick 6c.

Fast Colored Seamless Hosiery, double heel and toe, black and brown, 10c.

Heavy Knit Socks 5c. a pair.

Boys' Suspenders two pairs for 5c.

Hannibal Doe Skin Jeans 12c. a yard.

Men's Work Shirts 24c. each.

The best Knit Shirts 45c.

Heavy Undershirts, full size, 18c.

All Wool, fleece lined Shirts and Drawers only 90c. Suit.

Ladies' Union Suits 50c.

The very best of Underwear, commonly sold at \$3.00 per Suit, \$1.90.

The above are prices at which we retail our Goods, and on comparison you will find same to be about 10 per cent. below New York Cost—still we make a profit. We buy mostly from Factories, and take the profits the Jobbers usually enjoy.

We set the pace for reliable SHOES. We can show in our Stock every class and description of Footwear from makers noted for their reliability, and our best advertisement for this department are those who have profited by our superior Goods, and who return to us for duplicates. We make a specialty of fitting up entire families with their Winter's supply of Shoes, and can give you a good discount in buying this way.

McCULLY BROS.

HOT TIME!

Yes, it seems to be getting rather warm in our old town. Let the good work continue—the farmers need the help. Selling cotton at five cents he needs close prices. Cut 'em low, slash the knife in 'em, and let the people have the profits. We came here to stay, and don't you forget it, "Bud," we are staying.

UNDERBUY..... UNDERSELL!

SPOT CASH!

Does the work. Some say they bought too heavily, others must close out, but the Racket bought just right. All in knowing how. Just picked up \$5,000 stock Dry Goods, Shoes, Clothing, &c., at fifty cents on the dollar, and for next sixty days we mean to slash 'em into pieces. All new stock, and they must go. One price won't move 'em, another will, and don't you forget it. The "Racket" is in the race, and if you will look at this you will believe it. We lead the flock.

Any shoe on our counter No. 1, Ladies', Mens' and Boys', 75 cents. On counter No. 2, 94 cents. Now these goods are all worth double the money. Ask your neighbors about them, they can tell you. Sold more shoes in six weeks than any two concerns in Anderson County, and will continue doing it. Ladies' Shoes begin 43 cents up, Childrens', 15 cents up, Mens', 63 cents up. No, we don't have to sell at cost, but it is about time for the same old "chest-nut cost sales." You can't fool the people, they know merchants don't sell goods at cost. Sorry we didn't buy twice as many goods as we did. Can't keep 'em. Every train comes in with new goods and prices tell the tale and keep our store crowded from Monday morning 'till Saturday night.

Twenty-five Slate Pencils 1 cent, Cake Soap 1 cent, 4 boxes Matches 1 cent, 6 papers Needles 1 cent, 5 Lead Pencils 1 cent, 25 Envelopes 1 cent, 2 yards Lace 1 cent, and many other things too numerous to mention. Come, see for yourself. Now, let us give you a pointer. Clothing at your own price.

A long Water Proof Macintosh Overcoat, \$1.98. Mens' Suit of Clothes, \$1.98. Boys' Wool Suit, 49 cents, and on up at your own price, not ours. Can't keep the people from coming to the "Racket." Prices will draw. The people know where to go. Don't be fooled into buying before you look at our goods. Save your dollars, hard to make 'em selling five cents cotton. Car loads of stuff for the "Racket," and we intend to keep 'em coming. No, it puzzles some folks; can't understand it. Only been here six weeks and the "Racket Store" is spread all over this country. People come for miles around, tell us their neighbors told them to go to the "Racket."

Nice heavy Outing, 2c. cents. Nice smooth Gingham 2c. that everybody charges 5 cents for. Good Bed Ticking 4c. cents per yard, better at 8 cents, and the very best that's going at 10 cents per yard. All Wool Flannel Suits, and we defy anybody on earth to beat our prices on Jeans.

Few more Jeans Pants going at 29 cents each, worth 50 cents. Boys' 10 cents, worth 25. Yes, that's what keeps the Racket "in the swim."

THE RACKET.

MOORE & WALLIS.